

CHAL-0568

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11 February 1959

STAFF MEETING MINUTES - 10 February 1959

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Personnel Present:

Mr. Bissell
Col. Burke

Col. Geary

Mr. Cunningham

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CHALICE

1. SPACE QUESTION, NEW CONSTRUCTION AND AIR CONDITIONING:

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[] reported that the move of present Air Division personnel to Matomic Building is set for 14 February, with occupancy proposed for 16 February. However, relocation of the Materiel Office and the Office of the Chief, Operations Branch will not be completed until 27 February, since they hinge on a move by the Management Staff on 21 February. Air conditioning of the Operations Center is set for completion 13 February.

2. STATUS OF MERGER: Mr. Bissell reviewed the conclusions arrived at in his paper of 2 February (DD/P-4-3876) on the subject of command USAF lines for Air Support Section activities. The basic issue had been that air activities in DD/P are not self-sustaining or single function as they are in the CHALICE structure, but are frequently part of a larger show under the purview of an area division. It is Mr. Bissell's view that the DFD role for other than CHALICE activities will primarily be

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C. A careful look must be given to the command line situation in the Far East, with a view to determining a proper structure. [REDACTED]

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Mr. Bissell directed that as much staff work as possible on the above questions, be completed and sent to him before any overseas survey trip is launched.

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ACTION: Col. Burke.

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A good look must be taken at the [REDACTED] to see which of these should come within DPD purview and which should remain under [REDACTED] control, within the concept that the basic responsibility for these operations will reside with DPD.

Air activities cable traffic should begin flowing to and from DPD as soon as possible in order that proper technical guidance can be afforded those activities overseas.

ACTION: Col. Burke and [REDACTED]

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A CIA Notice announcing the merger will be prepared by the DPD Administrative Branch in coordination with DD/P. The revised DPD will be located on a level with the senior DD/P staffs, reporting directly to the DD/P.

The relationships of DPD to Cols. Geary [REDACTED] in USAF Headquarters must be examined, with present thinking being in favor of a centralized support office in USAF, but located preferably in the DCS/Ops area rather than DCS/Plans [REDACTED]

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ACTION: Mr. Bissell to discuss with Gen. Smart, Col. Geary to follow up.

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Thought should be given to scrapping the present Tab 6 []
 [] A simple substitute should be devised.

ACTION: Mr. Bissell to discuss with Gen. Smart.

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3. PERSONNEL DISCUSSIONS WITH MPD:

[] reported that [] of Military Personnel Division had been briefed this week on procedural handling differences between CHALICE Air Force detailees and those assigned to CIA in support of other objectives requiring Air Force personnel. It was established that the Air Force detailees assigned to the new Air Support Section of Operations Branch, DPD, would be administered through different channels in Headquarters Air Force than apply for CHALICE detailees. All extensions of tour requests on CHALICE military designees will be handled directly with Col. Geary's office from DPD, relieving MPD of their normal direct action responsibility in such matters.

4. TEST STATUS BOARD:

[] reported no change. Repeater tests continue. [] tests appear to be continuing to show promise. A final [] report is expected during the week of 15 February.

5. ACCEPTANCE OF DETACHMENT B EMERGENCY OXYGEN SYSTEM:

Col. Burke reviewed Col. Beerli's position favoring the straight emergency system devised in Adana to the dual oxygen regulator system advanced by Lockheed. It appears that the big disadvantage to the Detachment B idea is the requirement for the pilot to unhook and rehook his system to the emergency linkup, plus the fact that there is no shutoff switch for the portable oxygen bottle. [] have reviewed both proposals and feel that the advantages of the Detachment B plan outweigh its dangers as an interim measure.

The LAC dual system employs dual reducers, with the second reducer able to take over automatically at 70 pounds PSI, following an amber warning light cockpit display. A red light then comes on at 60 pounds PSI, indicating the switchover has not helped. Pilot then tries normal system by manual switch. If this fails, green bottle is used for bail out or emergency descent.

Discussions were scheduled today with [] and Gen. Flickinger on the merits of the two systems under examination, but Col. Burke favors (1) letting Col. Beerli employ his own emergency oxygen system now, and (2) change later to the LAC system as it is improved which is estimated to be some six months away for installation of mod in all aircraft.

APPROVED:

JAMES A. CUMMINGHAM

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WILLIAM BURKE
Colonel, USAF

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Deputy Director, DPD-DD/P

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